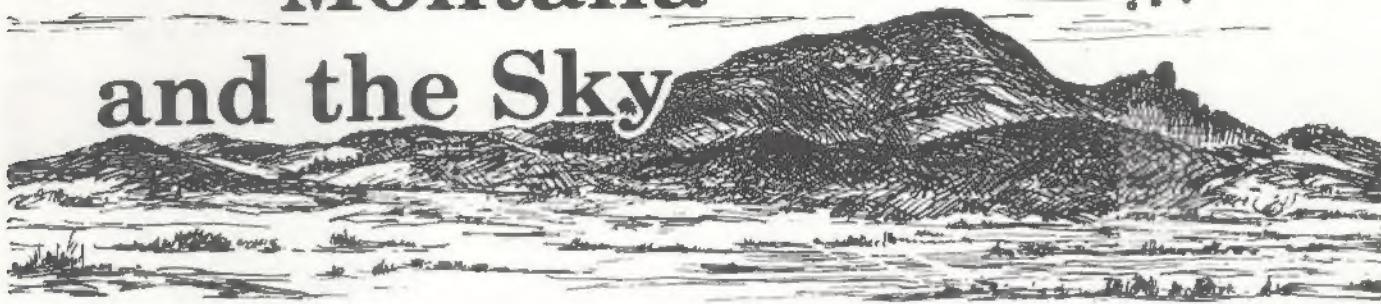


# Montana and the Sky



Vol. 36, No. 6

MONTANA AERONAUTICS DIVISION

June 1985

## Division Wins Third Brewer Award

The Montana Aeronautics Division has been selected as the recipient of the Frank G. Brewer Award in the organization category for 1985.

The Frank G. Brewer Award is given each year by the Civil Air Patrol in recognition of an organization's contributions toward aerospace education. In a letter sent to the Division, Col. Howard J. Rice, USAF,

long interest in aviation. The Montana Aeronautics Division also received the award in 1983 and 1984 and is the only organization to have ever received the award for three consecutive years.

Among the aerospace education activities for which the Division was selected were: the Aerospace Education Workshops for Montana teachers; sponsorship of flight scholarships to high school students; sponsorship of scholarships for aviation mechanics; administration of the Van De Riet Memorial Flight Scholarship;

sponsorship of clinics and refresher courses; airport facility tours for school children; operation of the aviation film library for schools and aviation groups; and publication of the Montana Aeronautics Division newsletter.

Incidentally, regional recipient of the award in the individual category was Evelyn Sedivy Cowing, supervisor of aviation and space education for the Montana Aeronautics Division from August 1980 to September 1981. Evelyn is now working in aviation education through the Civil Air Patrol out of Cheyenne, Wyoming.



Col. Howard J. Rice, USAF, (left) presents the Brewer Award to Fred Hasskamp who flew to Jackson, Wyo., to accept on behalf of the Montana Aeronautics Division.

commander of the Rocky Mountain Region of the CAP, congratulated the Division for the "outstanding aerospace education program conducted by your Division for the Montana students and educators."

The Brewer Award is a commemoration of Frank G. Brewer and his life-

## CORRECTION....



Montana's candidates for NASA's Teacher in Space Program were announced by Superintendent of Public Instruction Ed Argenbright in April. They are (from left) Paul Dorrance, Helena, candidate; Argenbright; Pat Johnson, Helena, candidate; and Judy Martin, Missoula, alternate. (We incorrectly identified Ms. Martin as Judy Mathews in our May issue. We apologize.)

# Administrator's Column

**Tom Lynch.** We, along with the entire aviation community were deeply saddened over the tragic death of T.W. (Tom) Lynch. Tom was a Montana aviation pioneer well known and respected not only by his many close friends but by his competitors throughout the entire country as well. Over the years, Tom gained a reputation of an honest gentleman and a true professional pilot, having logged over 22,000 hours. He was very active and current in his flying activities right up to the tragic accident which claimed his life. On behalf of the entire aviation community, the Montana Aeronautics Division, and the Montana Aeronautics Board, I would like to extend our sincere sympathies to Tom's wife Heartha and family as well as the entire staff of Lynch Flying Service.

\* \* \* \* \*

**Schafer Meadows Airstrip.** I have been serving on the U.S. Forest Service Limits of Acceptable Change (LAC) Committee for several months now to discuss and try to resolve problems and issues surrounding the management of the Schafer Meadows Airstrip. Mike Strand of the Montana Aeronautics Board and Nils Pearson of the Montana Pilots Association and several alternate MPA members have also been attending the meetings, as well as representatives of other wilderness user groups with varying interests. Although the Congressional Report No. 95-1616 accompanying H.R. 13972 designating the 1978 Great Bear Wilderness Act clearly states that Schafer Meadows Airstrip will not be phased out for public use, it does instruct the U.S.F.S. to manage the airstrip for continued public aviation and that "greatly expanded use may be reasonably regulated to protect wilderness values." The main purpose of the LAC Committee is to create a dialogue between these groups and the U.S.F.S. in order to better identify and understand problems and issues at the Schafer Airstrip and surrounding area. When this is achieved, it is hoped that a consensus will be reached and recommendations submitted to the Bob Marshall Wilderness Complex LAC Task Force. Some of the major issues of concern include:

1. Function of the airstrip - for what purpose should the airstrip serve?
2. What is the level of use of the area? (i.e., floaters, horses, hunting, fishing, airplanes, flight training, touch and go landings, fly-ins, campsite use, and administrative)

Hopefully we can reach a consensus in order to recommend management which will protect and preserve this great aviation/wilderness paradise. I strongly feel that the use level of the airstrip has not increased since 1978 and that we do not want any use restrictions placed upon us. Therefore, we, as pilots, must make a concerted effort to cooperate and assure that we do not use operating procedures which will jeopardize this freedom. I will keep you informed of the LAC action agreed upon in order to gain the support of the aviation users of the Schafer Meadows Airstrip.



## Montana and the Sky

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# CALENDAR

**July 14-19**—Flying Physicians, Sun Valley, Idaho.

**July 14-19**—IFF Convention, Lancaster, Penn.

**July 19-21**—Schafer Meadows Maintenance Work Session.

**July 19-21**—Gathering of the Classics Air Show, Kalispell City Airport, Kalispell.

**July 19**—Montana Aeronautics Board Meeting, Strand Aviation, Kalispell.

**July 26-Aug. 2**—EAA International Fly-In Convention, Oshkosh, Wisc.

**July 27**—Hamilton to Jackpot Air Race.

**July 27**—MFF President's Fly-In, Strauf's, Moccasin.

**Aug. 2-4**—MAAA Fly-In, Three Forks. Contact Bud Hall at 586-3933.

**Aug. 3-4**—Northwest Mountain Region Safety Seminar hosted by Oregon Aeronautics, Bend, Ore.

**Aug. 4**—Missoula Air Show.

**Aug. 16-17**—Fun & Fly-in at Eagle Flight Aviation, Belgrade.

**Aug. 17**—Bozeman Air Show.

**Aug. 20-23**—International Northwest Aviation Council Convention, Helena.

**Sept. 7**—Fly-In at Crystal Lakes Resort. Phone 882-4455 for reservations.

**Sept. 8**—Glacier Park International Air Show, Kalispell. Features the Thunderbirds.

**Sept. 27-29**—Mountain Search Pilot Clinic, Kalispell.\*\*\*

**Oct. 4-6**—Montana Flying Farmers Convention, Glacier Hotel, Cut Bank.

**Oct. 5**—Great Falls to Jackpot Air Race. Call Patti Thompson at 452-8800 or write her at 2824 4th Ave. S., Great Falls.

**Oct. 9-12**—AOPA Convention and Industry Exhibit, Washington, D.C.

\*\*\*Note change of Mountain Search Pilot Clinic from September 13-15 to September 27-29.



## LYNCH DIES IN CRASH



The Montana aviation community is deeply saddened by the death of well-known veteran pilot Thomas W. Lynch of Billings.

In the early forties, Tom instructed with his brothers, Leonard, John and Chuck, in the civilian pilot training program affiliated with Montana State College in Bozeman. He then entered the Air Force as a flight officer, ferrying military fighters, bombers, and transport category aircraft throughout the United States and Alaska.

After the war, Tom was instrumental in establishing the air charter business in Billings. As twin engine sales manager for Lynch Flying Service, he was active in aviation circles and dedicated his professional career

to the use and growth of general aviation aircraft in Montana.

Tom was a member of OX5 and the Quiet Birdmen as well as active in Montana aviation organizations.



Tom Lynch got a big chuckle out of receiving a Beech bag as a prize at an MPA convention in 1979.

## Hamilton to Jackpot Air Race Scheduled

The second annual Hamilton to Jackpot Air Race is scheduled for July 27, 1985. This race is open to all pilots and is sponsored by Cactus Pete's Resort Casinos and Hamilton Aviation.

Interested pilots should contact Lonnie Roberts at Hamilton Aviation, Box 948, Hamilton, MT 59840, phone 363-3833.

## MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

NEW PHONE NUMBER \_\_\_\_\_

## Lewistown Science Classes Include Aerospace Education

By: G.P. McIntyre

Lewistown Public Schools

It is my own personal belief that at this level (8th grade science) we should try to inject as much practical and usable type of material into the science course as possible, so I probably stress aviation and aircraft more than the minimum requirement.

We have been doing a section on aircraft in this class for 11 years. We start by studying air and air pressure and doing the standard experiments, like collapsing cans and reading barometers. At about this time a scanner is brought in and tuned to the frequency of the local FSS. It is simply left on in class and we stop when it talks. The students quickly start to listen for the altimeter readings and we guess about the weather the next day or so from the pattern the altimeter readings take. Many of the students do an independent project relating the barometer to the weather at this point.

Next we cover Bernoulli's principle and the pressure changes with demonstrations using the water tap and some venturi devices. We also have to do a little on the difference between pressure and force at this point. Over the years I have collected a few video tapes of old airplanes and some of the early attempts to fly, and I start to show these at the start of the class for a few days. Many of these old films imitate the birds in the machines they portray, so we attempt to figure out how a bird flies.

Lift, weight, thrust, and drag are taught at this point, and we spend some time with how airplanes fly and the main control surfaces on the airplanes. The students are offered extra credit about three months earlier if they will build a Guillows type balsa/paper model airplane, and these become due at this point. These planes were chosen because they are modeled after the real planes and so they are models—not fliers. Because they have no engines, they are badly out of balance and very tail heavy—this gives a perfect lead into weight and balance on a real airplane and so we learn to balance the models. After

about a week, we find a windless noon hour and have a contest to see how well they fly. This year one student's 20-inch wingspan plane went over the school yard fence and completely across the main street of town adjacent to the school!

We next turn to compass directions, and the students spend a day running a treasure course by compass directions around the close area of the community. This lets me get into the wind directions and favored runways that the students have been listening to on the scanner.

We discuss the main parts of the airplane and how they are controlled and some of the basic instruments.

At the finish of the 3½-week session, we make arrangements with Skycraft Aviation to take our students flying. Willy Rimby gives them about 15-18 minute rides. This year 105 students rode his airplane out of a possible 122 in the class. I particularly enjoy watching the students as they get out of the airplane—for many it is the first time up. The student sitting in the front seat is required to "fly the plane" and this is a very exciting experience for them.

While at the airport all of the students are required to visit the Flight Service Station. This year Ken Root and Louis Ramsay had a Radiosonde in the FSS for them to look at, and they went to a great deal of trouble and effort to really help out and show the students possible careers that might be available to them in aviation. This is particularly appropriate since the students have been listening in for three weeks on the scanner. We have found the local FSS to consistently be very willing to go far out of their way to accommodate our students and provide us with film and materials.

The day after our visit to the airport I never make any lesson plan. Normally I find that I barely have time to take roll before the questions start, and we spend the entire class discussing and talking about how all the things we learned about really do happen and really do work. I think perhaps this is the most important day of all.

(The three pictures which accompany this article were taken, developed, and printed by 8th grade students in Lewistown.)



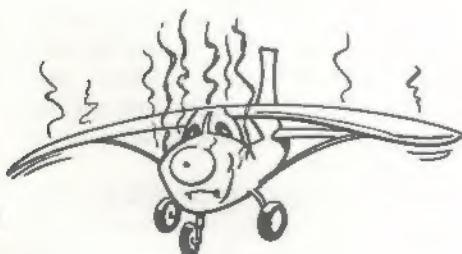
Science students leave the aircraft after their orientation flight.



Lewistown students wait their turn to enter the FSS while another group is already inside.



Ken Root, Lewistown FSS, explains a weather map to students.



## FAA Approves More Child Safety Seats

After extensive testing and evaluation, the FAA has determined that an estimated six million additional child safety seats approved by the National Highway Traffic Safety Administration are acceptable for use in both airline and general aviation aircraft during all phases of flight. Previously, the FAA had separately approved 36 models totaling more than three million seats.

Under a new FAA policy which became effective February 26, seats manufactured between January 1, 1981, and February 25, 1985, which bear the NHTSA label "This child restraint system conforms to all applicable federal motor vehicle safety standards" may be used on aircraft.

Use of vest and harness-type child restraints manufactured during the same period, however, will not be allowed on aircraft. Seats that are unlabeled and those manufactured before January 1, 1981, are not acceptable for use during takeoff and landing.

A new NHTSA rule now requires that seats manufactured after

February 26, 1985, for use in both motor vehicles and aircraft must have a new label in red with the phrase: "THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT."

While the new policy does not require air carriers to allow the use of child seats, at least 16 major airlines already permit the use of such FAA-approved seats. FAA Administrator Donald Engen is providing the airlines with detailed information about the new policy and urging them to allow passengers to use child seats. Previous regulations did not allow the use of NHTSA certified child seats on aircraft without special FAA certification.

Consumers are urged to check with the airline they plan to fly to find whether it allows use of an approved safety seat and whether the airline will require the purchase of a ticket for the additional passenger seat to be used. The Department of Transportation says that if an airline refuses to allow use of a certified child safety seat, a child under the age of two may be held in the arms of the accompanying adult during takeoff and landing. Under federal regulations, children two and older must be seated in a passenger seat, secured by a safety belt.

## Line Supervisor Training Offered

The National Air Transportation Foundation is offering a line service supervisor training course designed to teach safe and effective line service training.

The three-day course provides management and technical training for supervisors who are responsible for general aviation fueling operations.

Scheduled classes for the rest of the year include: Minneapolis—July 8-10; Seattle—August 26-28; and Atlanta—November 11-13.

Registrations are accepted on a first-come, first-served basis. For more information contact the NATF at 703-845-9000.

## Butte MPA Hangar Reorganized



Butte area pilots are in the process of reorganizing and reactivating the Butte Hangar of the Montana Pilots Association. They will draw interested pilots from Butte, Anaconda, Deer Lodge, Whitehall, and Dillon. At present they have 25 members. Meetings are held the last Tuesday of each month at either Butte Aero or Pineview Terrace, both on Bert Mooney Field in Butte. Immediate plans are to hold some fundraising activities and then begin a major membership drive. Fred Hasskamp of the Aeronautics Division put on a program on mountain flying at their May meeting. In the photo above are (from left) Jim Lane; Jim Greenfield; Tom Lovas; Mary Anderson, treasurer; Pat Asay, vice president; Dave Gates, president; and Dave Fine, secretary. Lane and Greenfield are from Deer Lodge, the rest from Butte. Interested area pilots may contact President Dave Gates at 723-5421, Ext. 2006, or 494-4761.

## Maintenance Award Competition Begins

By: Robert A. Hill  
Manager, Helena FSDO

The FAA has begun awards competition for the 1985 "Maintenance Technician of the Year." This is a national program to honor the individuals who make general aviation work.

To be eligible for this award, the technician must be employed in the United States as a full-time FAA certified aviation mechanic or FCC licensed technician working on general aviation aircraft or accessories.

The judges are looking for specific achievements and/or sustained superior performance while functioning on the job as an A&P or FCC technician. This is a chance for all you unappreciated maintenance

technicians to let someone know who you are and what you've done. Go ahead—tout your own horn! This is also an excellent opportunity for all aviators who would still be stranded at some out-of-the-way, inconvenient, close-to-nowhere-you-wanted-to-be airport if it weren't for the heroic efforts of a maintenance technician just "doing their job" to remember that person. Let's have a Montana winner!

Entry blanks are available at the Helena FSDO office. All entries must be received by July 31, 1985. The national winner will be selected on Sept. 20, 1985.

This is our chance to give maintenance technicians the recognition they deserve as the unsung backbone of the general aviation industry.

## FAA Adopts New Instrument Rating Requirements

The Federal Aviation Administration is reducing the flying time required for pilots to qualify for an instrument rating in an effort to encourage more pilots to upgrade their skills.

Effective June 7, the change allows pilots with 125 total flight hours to be eligible to obtain an instrument rating. This is 75 hours less than the present requirement and will allow pilots to begin working toward their instrument ratings earlier in their flying careers.

FAA noted that the present 200-hour requirement often translates into three or four years of flying for the average private pilot. With the reduced requirement, it estimates that pilots could qualify for an instrument rating within two years of obtaining a private license.

Instrument rated pilots can operate more safely by flying on instruments when encountering reduced visibility conditions.

The FAA action follows the recommendations of a study done for the agency by Embry-Riddle Aeronautical University of Daytona Beach, Fla., and Seville Research Corp. of Pensacola, Fla. The study looked at the relationship between a pilot's total flight time and his ability to acquire instrument flying skills and concluded the following:

- The difference between 200 and 125 hours of flight time had no effect on the pilot's ability to acquire and demonstrate instrument flying skills.

- Reduction of the 200-hour requirement to a more realistic level would encourage earlier acquisition of instrument flying skills.

Although total flying hours for an instrument rating are being reduced, pilots still will have to meet the regular requirements for this rating, including 50 hours of solo cross-country flying.

A final rule noting the change was published in the Federal Register on May 7.

# Certificates Issued by Helena FSDO

## PRIVATE

Scott Rounds	Great Falls
Michael Jones	Gardiner
James Taylor	Missoula (Balloon)
Thomas Lohof	Great Falls
Gary Crowder	Belt
Gary Hills	Kalispell
Mike Allison	Columbia Falls
Francis Morris	Lincoln
Carl Mattson	Chester
Charles Pulver	Helena
Kenneth Scott	St. Ignatius
Alan Dewitt	Bozeman
Danny Kamp	Bozeman
David Bogut	Deer Lodge
Jack Sasek	Helena
Bryan Adams	Missoula
Timothy Ruthemeyer	Helena
Gary Olson	Missoula
Thomas Hlavnicka	Big Sandy
Dennis Sacry	Whitehall
Judith Simmons	Florence
Buckie Smithen	Whitehall
Jim Banks	Billings
Larry Bernhardt	Laurel
Gerald Hansen	Roundup
Kenneth Wilhelm	Helena
Thomas Jones	Corvallis

## COMMERCIAL

David Oberlitner	Polson
Garris Elkins	Kalispell
Timothy Douglas-Clifford	Glen
Keith Kolstad	Bozeman
Andrew Taylor	Fort Benton
George Shroyer	Bozeman
Berton Jurak	Busby
Robert Mehling	Billings

## INSTRUMENT

Ralph Klawitter	Missoula
Jerry Koski	Glasgow

## INSTRUCTOR

Richard Johnson	Butte (Instrument)
Garris Elkins	Kalispell
Robert Anderson	Billings
Richard McNeely	Missoula

## INSTRUCTOR RENEWAL

Ryan Sandvig	Fort Benton
James Rice	Helena

Lawrence Nelson	Chester
Thomas Mellott	Conrad
Myron Strand	Kalispell
Sidney Brandon	Cut Bank
Roger Meggers	Baker
Donald Johnson	Billings
Roger Schmierer	Sidney
David Streit	Stevensville
Leonard Krout	Missoula
Ted Parod	Bigfork
Donald Newton	Lewistown
Gregory Halvorsen	Helena

## Aeronautics Division Awards Tool Scholarships



The Montana Aeronautics Division has awarded two \$150 tool scholarships to A&P students at the Helena Vo-Tech School. Receiving the awards are Jack Barclay, Butte, and Swede Lindberg, Cut Bank. In the top photo above, Fred Hasskamp presents a certificate to Jack Barclay, who is now employed as an aircraft mechanic at East Slope Air in Cut Bank. In the lower photo, Mike Ferguson presents a similar certificate to Swede Lindberg. Swede is also working out of Cut Bank for a spray operation.

## Eagle Flight Plans Fly-In

Eagle Flight Aviation at Belgrade is sponsoring a fun fly-in August 16-17.

The fly-in will begin at 8:00 p.m. on Friday evening, August 16, with a safety seminar, aerobatics videos, aviation games, etc.

Saturday morning's activities will begin at 8:00 a.m. and will include flour bombings, spot landing contests, and a density altitude clinic. August 17 is also the date of the Bozeman Air Show, and members of the Northern Knights will be at Eagle Flight during the weekend to talk about aerobatics.

Participants in the fly-in are welcome to camp overnight at Eagle

Flight. Call 388-6111 in Belgrade for more information.

## Information Available at Helena FSDO

There are two new items at the Helena Flight Standards District Office, according to Al Neal, Accident Prevention Specialist.

The first is a safety bulletin board located on the wall as you enter the FAA building from the ramp area. This board contains a "Safety

Thought" of the month. No, not your basic density altitude chart, rather a thought presented in a manner to get your attention and get you thinking.

The second item is the safety table, located just inside the street entrance of the FAA building. On this table are handout materials on various topics: ultralights, maintenance, density altitude, ballooning, etc. If you don't see what you need on this table, go on in the office and ask.

2,500 copies of this public document were published at an estimated cost of \$.26 per copy, for a total cost of \$660.10, which included \$521.10 for printing and \$139 for distribution.

### MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

**PURPOSE**—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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